GEOGRAPHIC NEWS BULLETINS

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FOR YEARS BERMUDA MONOPOLIZED THE EASTER LILY MARKET

(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Amir Plans New Capital for Afghanistan

AFGHANISTAN is to have a new capital.

It has been decided by the Amir. Nearly every question of policy in Afghanistan rests on the Amir's decision. Although his palaces at Kabul, the present capital, are extensive and luxurious, and the city itself is as populous as Omaha, Nebraska, the ruler has given orders for a new town.

What site the Amir has selected for the new Afghanistan capital has not been learned, but reports suggest that it will rise not far from the present Kabul. German architects and artists have been appointed by the Amir to prepare plans for the new city.

Present Kabul is practically unknown to travelers. It is devoid of the usual colony of westerners, English, French and Americans. It stands out among world capitals because of its discrimination between the things of the West and the people of the West.

Amir a Lover of Clocks of All Kinds

Afghanistan's Amir, one of the few absolute monarchs left after the whirlwind of the World War, sets the pace for his country's and his city's acceptance of the ways of the outside world. Modern implements are, to his mind, more nearly toys than serious devices. Clocks fascinate him, and he has cartloads of them in his numerous palaces. He caused a huge tower to be constructed on the grounds of his principal palace and in it installed a huge clock such as an American municipality might take pride in.

The Amir, too, is the chief automobile owner of Kabul, possessing more than fifty cars. He is by no means contemptuous of Western civilization, but he wants that part to filter in which he desires and to keep the rest—including ambassadors, missionaries and trade representatives—at arm's length. His alertness and determination to know what goes on in the world are indicated by his press service. It consists of a corps of young men educated in India who read outside newspapers brought in by special couriers. They translate any news of importance and give it to the Amir in brief paragraphs, as do the secretaries of some busy multi-millionaires in America.

Butter from the Tails of Sheep

A desire for isolation is a heritage to the Afghan of to-day from his remote ancestors who "took to the hills" from the plains to escape being overrun by some of Asia's migrating hordes. This inherent desire has only been intensified by the experience of the years; for whenever various conquerors—Alexander, Tamerlane, the Arab caliphs, Persian shahs and Indian potentates—have secured a foothold in Afghanistan's mountain-pass doors they have pushed their way through and made years or decades or centuries of trouble for the people of this Asian Switzerland. The nation might well adopt the slogan: "Keep the passes closed."

Afghanistan might be roughly described in a line or two as a land of mountains and deserts. Deserts separate it from Baluchistan and Persia, and the mountains fence it off from Russia in the north and British India in the south and east. But among the mountains, it must be added, are many fertile

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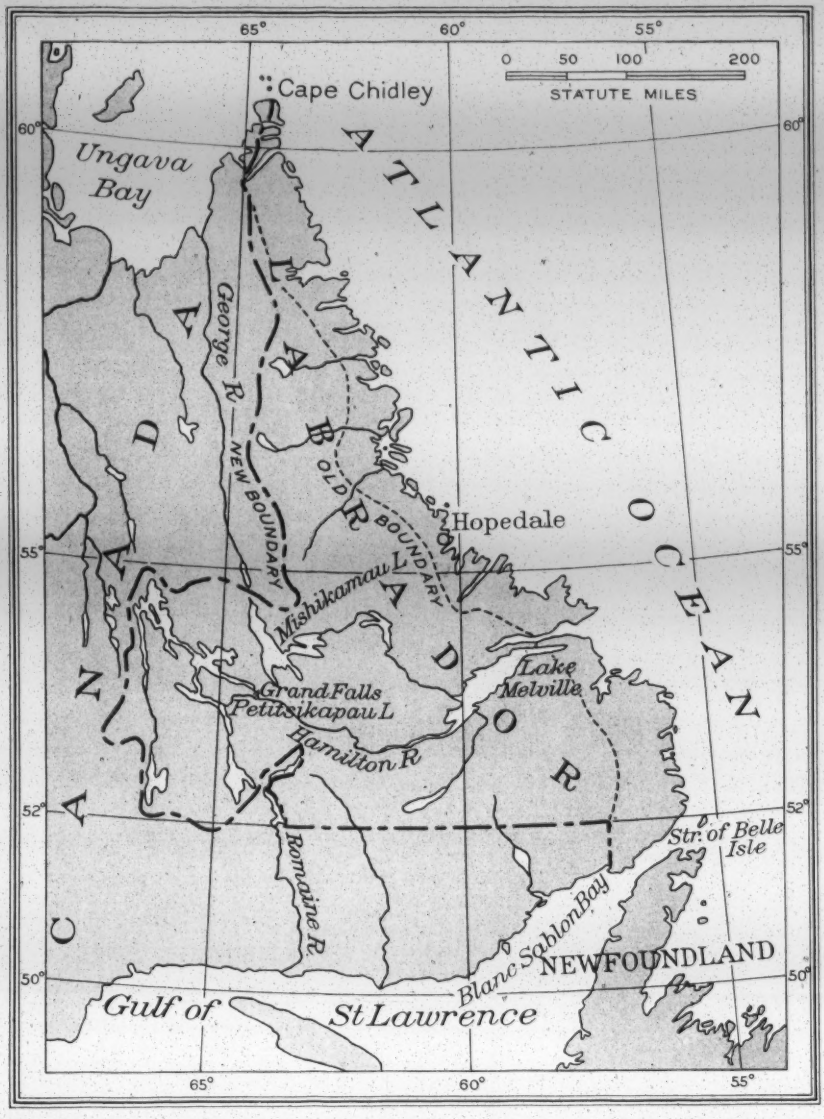

DRAWN BY ALBERT H. BUMSTEAD

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THE NEW AND OLD BOUNDARIES OF LABRADOR

The decision in the Labrador Boundary Case handed down by the Privy Council in London has resulted in a radical extension of the boundary line of Newfoundland's territory in the Labrador Peninsula. The change shown here will not be made in most geographies and atlases for some time. For text see "London Decision Doubles Area of Labrador," Geographic News Bulletin No. 1, March 28, 1927.

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Northern Nigeria: Which Has Welcomed an Immigrant Nation of 30,000

THIRTY THOUSAND people, a whole nation of many tribes, have moved bag and baggage, tents and camels, but the world has taken little notice of the emigration.

The people are the Tuaregs of the Air Mountains in the Sahara Desert. They have emigrated from French territory to northern Nigeria, which is British territory. Their coming will swell the growing importance of Kano and Katsina. The latter has been called a Rome of the tropics.

Desert routes lead to and from this "Rome" and its companion city. Out of Katsina and Kano annually came great caravans of a thousand and more camels to the Tuareg people bringing necessaries from the outside world; so it was natural for them, when they emigrated, to come into northern Nigeria. Yet the questions arising in the minds of the Tuaregs on the march must have been, "What kind of a country will we find? What kind of people will be there?"

Katsina, Culture Center; Kano, Trade Center

As a state Katsina has been swallowed up in the province of Kano in northern Nigeria, due east of Lake Chad and about halfway between that marsh-bound inland sea and the Niger. As a city it has shrivelled within its mighty walls, as high as a three-story building, and 13 miles in circuit

The city of Kano has outdistanced Katsina and has become the Chicago of this fertile region of grain, cotton, giant vegetables and luscious fruits. Kano has also native industries that range from cloth-making to manufacture of glass. But Katsina still is the cultural center of the Hausa peoples, whose tongue is the most musical in north Africa. Their language is so rich in its vocabulary that you may find words for eight periods of the day from sunrise until sunset. Hausa is the trade language of the area between the Benue River, the Niger River and the Sahara. Furthermore, it is one of the few African tongues which has developed a native literature.

The Hausa genius for trade and farming, and the comparative literary superiority of this people over their negritic neighbors, do not extend to government. They are ruled to-day by the Fulas, a people without a country, who generally have dominated but have not displaced the populations they conquer. The Fula chiefs, in turn, pay allegiance to Great Britain, which exercises a protectorate over Nigeria.

The Seven Sons of Hausa

During the Fula siege of Katsina, which began in 1807 and lasted for seven years, the inhabitants faced starvation many times. Lizards and snakes sometimes were sold in the market places. After the conquest the Fulas destroyed records and documents. If those records now could be had, they might throw more light on the origin of the ancient Hausa tribes.

The native historian tells of seven "legitimate sons" in the original Hausa family, each of whom had a specific duty. One was to defend the family, another to do its dyeing, another to engage in trading—and this trader was Katsina.

Cosmetics are in common use among Hausa tribes. The Hausa maid carries in her native "vanity box" tiny brushes of bark, frayed at the ends, with which

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valleys, and on the slopes many fine pasture lands. The queer, fat-tailed sheep is Afghanistan's most characteristic animal. About this freakish domestic animal revolves much of the economic life of the land. Its flesh furnishes the chief article of meat diet, and the concentrated fat of its great bulging tail serves the Afghan in place of butter. From the sheep skins are made the coats and cloaks of many of the tribesmen, and hides and wool contribute an important item in the export trade of the country.

Kabul at North End of Khyber Pass

The bulk of the produce of Afghanistan which finds its way to the outside world flows to India through the Khyber Pass. The name of this pass is more widely known, probably, than that of any of the other great defiles of the world. At the Indian end lies Peshawar, continually in the newspaper headlines because of turbulence and rumors of turbulence. Just beyond the Afghan end of the long pass, and dominating it from the north, is secretive Kabul. The city lies in a valley more than a mile above sea level, while towering above it are the lofty peaks of the Hindu-Kush Mountains, 15,000 and 16,000 feet high near the capital, and reaching the tremendous altitude of 25,425 feet a hundred or so miles to the east.

For many years the British Indian government paid a heavy cash subsidy to the Amir of Afghanistan. In 1919, however, this annual payment was stopped, and in 1921 Great Britain signed a treaty recognizing the complete independence of the country.

Bulletin No. 1, April 4, 1927.

For further reference see, "Every Day Life in Afghanistan," by Frederick Simpich and "Haji Mirza Hussein," National Geographic Magazine, pp. 85–110, January, 1921.

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THE AMIR'S CLOCK TOWER IN KABUL, CONSTRUCTED BY EUROPEANS IN 1913

Clocks of all kinds, particularly those with alarm bells, cuckoos, and musical attachments, are popular in Afghanistan, but time itself is no object there. An audience with the Amir often lasts from 9 o'clock in the morning till late at night, interrupted by a long, ceremonious repast.

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Esthonia, a Young Old State

PEACE in Europe has been appreciably advanced by the recent customs agreement concluded by Esthonia and Latvia, the new but old Baltic nations. Only after three stormy years of argument were the negotiations completed. Just a year ago Esthonia signed an important treaty of amity with the United States.

Esthonia is usually linked by Americans with its sister republics of Latvia and Lithuania as one of three slices of old Russia inhabited by similar peoples. But each "slice" has an individuality of its own and a decidedly non-Russian individuality. The Esthonians have nothing in common racially with the peoples to the south but are close cousins of the Finns, northward across the Gulf of Finland.

Though situated in northern Europe, Esthonia is tempered by the far-faring Gulf Stream and is an important agricultural country. Another thing of American origin, the potato, has made its deep mark on Esthonia. It has even been called flippantly "the Potato Republic." As a source of alcohol the potato has been most important economically to the country.

Russia was reluctant to have Esthonia set up housekeeping on its own account. The country, about as large as New Hampshire and Vermont combined, blocks a considerable section of western Russia. Formally it provided a natural outlet for interior Russia. The Esthonian railways have already played an important part in moving produce to and from Russia. If conditions become stabilized in the latter country, Esthonia should regularly collect a tidy sum as a transit agent.

Divide Estates of Balt Barons

The Esthonians, like other submerged peoples of Europe, have a tragic history. After they settled in their present country and enjoyed independence for a few centuries, they were conquered by German knights who took all the land and made the Esthonians serfs. Seldom have a people been subjected to such pitiless oppression. The German barons (they came to be called "Balt barons") had the power of life and death over their serfs and openly bought and sold them as late as the period of the American Revolution. After Esthonia passed to Russia in 1710 the Russians left the Balts in control for a century and a half. Serfdom passed, but the Esthonians, even at the time of the World War, were for the most part a nation of downtrodden peasants.

Violent changes were inevitable. After the Russian Revolution, the Bolshevik coup, and the proclamation of Esthonian independence, the new republic set about what its leaders described as "righting the wrongs of 700 years." The Esthonians, making up 92 per cent of the population, seized the great estates of the Balts (who constitute 1½ per cent of the population) and parceled them out among peasant farmers. The country's agriculture was thus placed on an entirely new footing, yet the most recent statistics seem to show that production is holding its own.

Sky-line Notes on Esthonian History

Reval, known to the Esthonians as Tallin, is Esthonia's greatest port and city. It has existed for 700 years. With Helsingfors, across the Gulf of Fin-

she applies blue chalk to her eyes. In addition she wears a permanent identification scar, to denote her tribe. That for the Katsina women is six strokes and a dot.

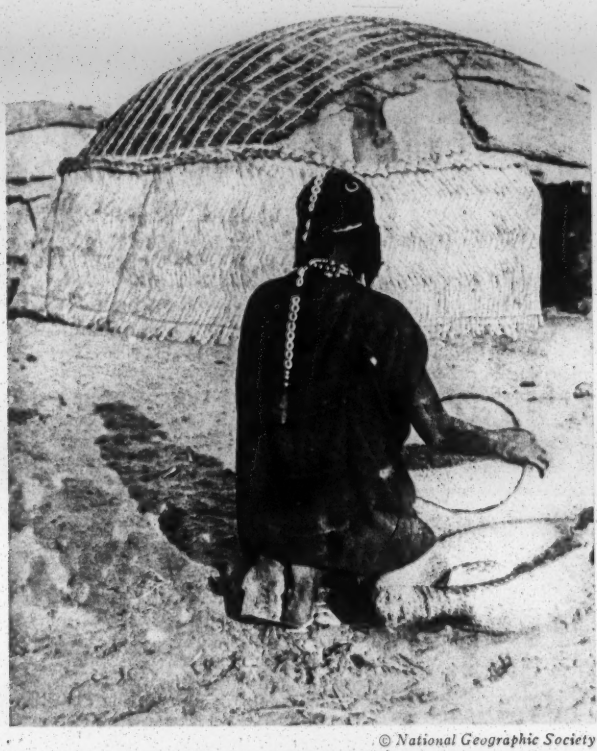
Wrestling Matches Are Favorite Sport

Salutations often furnish a key to the character of a people. Both the leisurely quality of Katsina life and the value placed on various possessions are suggested in the Hausa greeting. One must first ask about the health of the stranger, then about his wives, his horse, his cattle, and "all that is yours." After each reply the interrogator remarks "Allah be praised for that" before putting the next question.

What baseball is to America and the bull fight is to Spain the wrestling match is to the Hausa tribes. Perhaps their spectacle might better be compared to a horse show. For the wrestlers compete amid the bizarre and barbaric color splashes of the market places.

Bulletin No. 2, April 4, 1927.

For further reference to Tuaregs see "Timbuktu, in the Sands of the Sahara," by Capt. Cecil D. Priest, National Geographic Magazine, pp. 73–85, January, 1924.



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A TUAREG WOMAN SIFTING FLOUR

The Tuaregs are warlike nomad Berbers, who roam the desert with their sheep and goats. From time to time they visit Timbuktu and Kano to barter an animal for some rice, millet, or wheat. All menial work is done by negro slaves, called beylas. Tuaregs live in encampments, in tents made of goatskins or temporary shelters constructed from mimosa scrub and palm leaves.

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Bermuda Contracts for First Railroad Line

CONTRACTS have been let for the construction of a 24-mile single-track railway in Bermuda. The road will link Hamilton and St. George and will have branch lines to Somerset and Point Pleasant.

Construction of a railroad will work a revolution in transportation methods in Bermuda. Few places in the world are as particular about vehicles of transportation as Bermuda. Since 1908 automobiles have been excluded. The only exception to the automobile exile rule (an exception made by act of the legislature) is a one-ton truck used for repairing roads. This truck earns as much attention as a lion in a circus.

Antiquity, even in transportation facilities, is part of the stock in trade of Bermuda. To the visitor this is one of the chief sources of its charm. There are no industries other than agriculture and catering to the tourist trade. The steamboat whistle and the clatter of horses' hoofs on the smooth hard roads are the only foreign noises that disturb the Sabbatical quiet of the island.

Bermuda Powder Helped to Dislodge British from Boston

Politically Bermuda is one of the oldest colonies of the British Empire, antedating Plymouth by eleven years. Geologically it has been traced by some authorities to the same great eruption along the Atlantic seaboard that gave birth to the Palisades, Mt. Holyoke and the Meriden Hills.

The islands were discovered by a Spaniard, Juan de Bermudez, in 1515, but it was the shipwreck of an Englishman in 1609 that led to the British claim and their colonization. During the Revolution, although sympathetic with the American colonies, Bermuda remained loyal to the mother country. A shortage of food led to an exchange of large stores of powder, seized in the dead of night from the garrison by citizens, for several shiploads of food supplies from the American Colonies. It was this powder, received at an hour of great need, that the Continental army employed to compel the British to evacuate Boston.

Not only powder, but salt and other necessaries were sent to America by Bermudians during the Revolution, despite the embargo placed on American ports by the king. These acts so incensed the governor of the islands that he publicly upbraided many citizens for treason. Feeling ran high for a time, the governor was removed, but in the end the islands retained their allegiance to England.

American Tourist More Important Than Onions

During the Civil War Bermuda enjoyed a brief era of unparalleled prosperity. As one of the chief goals of the Confederate blockade runners its main ports, Hamilton and St. George, seethed with continuous excitement and activity. Cotton was worth two shillings a pound at the time, and great risks were taken to obtain it. It is said that ship captains received as high as $5,000 for a single successful trip, while others were paid proportionately. Everyone was rich, and sympathy for the southern cause was more or less openly expressed.

To-day Bermuda often has nearly as many Americans within its shores as natives. Less than 700 miles from New York, and connected with America's

land, it formed Tsarist Russia's gateway and first line of naval defense to Petrograd. To Esthonia, Reval's commercial possibilities seem brighter than its military functions.

As first seen from shipboard, Reval's skyline sums up the forces that have been at work upon Esthonia. On a hill which rises above the town is a citadel wall recalling the Germans who took the country by the sword. On this height, too, are the homes of many of the Balt nobles who have descended from the German invaders. From the same hill Gothic steeples pierce the sky, monuments to the Swedish invasion and the Lutheran religion which most of the Esthonians profess. Within the circle of sharp spires are the queerly shaped, gilded domes of an orthodox Russian church, speaking of the efforts at planting Russian culture which never succeeded. In the lower town are the homes of the Esthonians—the class which has literally risen to take over the affairs of the country.

Bulletin No. 3, April 4, 1927.

For further reference see "The New Map of Europe," by Ralph A. Graves, National Geographic Magazine, pp. 157–178, February, 1921.

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A PRIMITIVE WOODEN PLOW IS USED BY SOME LATVIAN FARMERS

Both Latvia and Esthonia owe much to the American potato. Esthonia farmland has been devoted so much to raising potatoes that this Baltic nation is sometimes called, "The Potato Republic." Motor tractors and motor plows are replacing the crude tools of the peasant farmer.

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Port Fuad: A New City Christened by a King

ENTER Port Fuad!

Search the maps, run through the atlases, sift the gazetteers and you will not find Port Fuad. It is a newly hatched city. Not until April 21 will it be four months old.

But Port Fuad has prospects. Its proud and very new city fathers expect that within a few years, when a railroad comes to town, Port Fuad will be the chief port of Palestine, a gateway to Jerusalem.

They hope for this fortunate day despite the fact that Port Fuad is in Egypt, not Palestine. The new city is at the Mediterranean end of the Suez Canal. But that is the location of Port Said, nearly everyone will protest. So it is. But every canal has two banks and Port Fuad is the other bank. Port Fuad and Port Said are twin cities, like El Paso and Juarez, and Detroit and Windsor, Canada.

A King Was Godfather to Port Fuad

On December 21, the godfather of the new city, King Fuad of Egypt, a portly Moslem in a fez, walked down the gangplank of the royal Egyptian yacht to inspect and christen the city. With him were the diplomatic representatives of all the major powers, including the United States.

The official proclaimers of Port Fuad did not have to dedicate a sand waste to future hopes. They landed, drove through green lawns and parks, passed half a hundred newly occupied homes, some for laborers, some for skilled workers, viewed playgrounds, schools, stores, wharves and all the essentials for a town. There is much space to grow, to be sure, but that is the reason why Port Fuad is a city.

Until Ferdinand de Lesseps, then a French vice consul at Alexandria, had a dream of a ship canal between the Mediterranean and the Red Sea, the present sites of Port Fuad and Port Said were buried under blue water. Examination of a detailed map reveals that the Suez Canal passes for the first 20 miles through the eastern end of Lake of Menzala, which is a huge lagoon of the Nile delta. Before the construction of the canal a line of narrow islands provided a thin dike between the Mediterranean and the lake.

Sea Does Not Build Port Said Fast Enough

On one of these islands and on sand thrown up by dredges was built Port Said, from which a long breakwater of concrete blocks stretches straight out into the Mediterranean. Port Said stands on a small but growing island. It looks out on the Mediterranean and looks back on Lake of Menzala. The nearest mainland is about 20 miles away. The breakwater has pocketed sand discharged by the Nile, and so the shore is growing steadily in the direction of Gibraltar. De Lesseps' statue, arms spread wide in welcome to ships of all nations, is mounted on an ever-lengthening breakwater in water which is ever growing shallower.

But in spite of the sea's real estate activities Port Said is too small. Therefore the Canal Company decided twenty years ago to develop another port on the opposite bank. A companion breakwater and the dredges have manufactured the

principal port by frequent and speedy steamers, the American tourist has lately supplanted the production of onions, potatoes, and lily bulbs as the principal "industry." The islands, of which there are said to be 365 in the group (one for every day in the year), provide delightful playgrounds dotted with green cedar trees, and with charming combinations of water and shore.

In many respects Bermuda is an England in miniature. The names of many of the shires and towns are lifted bodily from those of the mother country, without even so much as a "New" in extenuation. Warwick, Southampton, Devonshire, Watford, Ireland and Somerset are examples. Surface irregularities and hundreds of bays and promontories, with picturesque English houses and little stone churches, help to create similarity.

Bermuda Reputed to Be Scene of Shakespeare Play

The resemblance is not quite complete, however. There are no lakes, nor streams, nor natural springs. The few ponds are mostly brackish and derive their water indirectly from the sea. Every home has its own water supply tank on the roof, and fortunately rainfall is frequent and abundant. In fact the islands have a reputation as a storm center, many claiming that Shakespeare laid the setting for "The Tempest" in Bermuda, because of reports, brought back by sailors, of its sudden and violent hurricanes.

Although Bermuda is no farther south than Charleston, S. C., the Gulf Stream gives it a tropical climate which is modified by the prevailing trade winds. Nearly three hundred different kinds of birds have been identified in the vicinity, while the marine life is of extraordinary variety and beauty.

Particularly interesting is the plant life, with 61 species that can be found native nowhere else in the world. Coffee, tea and tobacco grow readily, while the toad, which was introduced since the discovery of the islands, attains proportions that startle the uninitiated.

Bulletin No. 4, April 4, 1927.

For further reference see, "The Islands of Bermuda," by William Howard Taft, National Geographic Magazine, pp. 1–26, January, 1922.

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SAWING STONE FOR HOUSES IN BERMUDA

"One has but to saw a hole in his back yard and take out a house of creamy stone and set it up and go to living in it.

foundations of Port Fuad, although there was always more sand there than at Port Said. Having put into practice the newest principles of city planning, the Canal Company began moving their people over. Four days before Christmas, 1926, they called in the King of Egypt to declare Port Fuad incorporated and full-fledged.

5,000 Steamers Stop at Port Said in Year

At present the railroad which connects Palestine and Cairo crosses the canal at Kantara, which is 30 miles south of Port Said and Port Fuad. None of the 5,000 steamers which carried nearly 300,000 passengers last year stopped at Kantara, but they all stopped at Port Said to take on or drop a pilot. Many coal there. Since the steamers halt anyway, citizens of Port Fuad now hope that a branch railroad will come to give quick access to Palestine. Then the easiest way to Jerusalem would be through Port Fuad instead of Jaffa, which is off the ship lanes.

Port Said and Port Fuad are, by nature of their business, cosmopolitan. Yet the official language, which will be taught in Port Fuad schools, is French. We are accustomed to regard the Suez Canal as a British canal. Indeed, Britain owns a large block of stock. Britain has the military responsibility for the canal. Yet the headquarters of the *Compagnie Universelle du Canal Maritime de Suez* are in Paris and the majority of its thirty directors are French. Management of the canal is entrusted to French engineers.

Rivalry will undoubtedly spring up between these two ports, one the front door to Africa, the other the front door to Asia.

Bulletin No. 5, April 4, 1927.

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DE LESSEPS STANDS ON AN EVER-LENGTHENING BREAKWATER AT PORT SAID

Port Fuad has been built as a companion city to Port Said on the opposite side of the Suez Canal. Port Said is the gateway to Africa and Port Fuad the gateway to Asia.